



EPAct Requirements and Clean Cities Resources for Fleets

Over the past two decades, federal legislation has looked to vehicle fleets to lead the nation's transition to advanced transportation technologies.

The Alternative Motor Fuels Act of 1988 (AMFA) was the first significant legislation to impose alternative fuel vehicle (AFV) requirements on federal fleets by requiring them to acquire “the maximum number practicable” of light-duty cars and trucks capable of being fueled with alcohol or natural gas. This helped create the first AFV markets and spurred AFV research. The Energy Policy Act (EPAct) of 1992 and subsequent legislation built on AMFA by establishing quantifiable requirements for certain fleets to acquire AFVs, use alternative fuels, and deploy other technologies to reduce petroleum use. At the same time, Congress provided for the voluntary Clean Cities initiative to support regulated fleets and provide an avenue for non-regulated fleets to reduce their petroleum

consumption. Implemented through the U.S. Department of Energy's (DOE's) Office of Energy Efficiency and Renewable Energy, the EPAct and Clean Cities initiatives work together to achieve U.S. energy, economic, and environmental goals.

EPAct

The Energy Policy Act of 1992 requires certain fleets owned or operated by federal and state agencies or alternative fuel providers to acquire light-duty AFVs. Subsequent direction in the Energy Conservation Reauthorization Act of 1998, EPAct 2005, executive orders, and the Energy Independence and Security Act (EISA) of 2007 established additional compliance options and petroleum-displacement programs. Taken together, these

requirements create a core demand for alternative fuels and advanced vehicles and stimulate markets for these technologies while reducing petroleum use in regulated fleets.

Clean Cities

DOE created the Clean Cities initiative in 1993 in response to legislative requirements to provide technical, informational, and financial resources to EPAct-regulated fleets and voluntary adopters of alternative fuels. Public/private coalitions are the cornerstone of Clean Cities, linking stakeholders with similar interests and disseminating lessons learned. In some areas, EPAct-regulated fleets are anchor members of Clean Cities coalitions.

Clean Cities Resources

- Nationwide network of nearly 100 Clean Cities coalitions and local partnerships
- More than 5,700 Clean Cities stakeholders from local businesses, city and state governments, the transportation industry, community organizations, and fuel providers
- Alternative Fuels and Advanced Vehicles Data Center (www.afdc.energy.gov)
- Financial assistance for alternative fuel and other petroleum-displacement projects
- Technical assistance (Tiger Teams) for overcoming alternative fuel and AFV implementation challenges

EPAct Requirements¹

Covered State and Alternative Fuel Provider Fleets

- Acquire AFVs as 75% (for state government fleets) or 90% (for alternative fuel provider fleets) of covered light-duty vehicle acquisitions²
- For alternative fuel provider fleets, use alternative fuels in AFVs when available
- For fleets that obtain a waiver from DOE, implement alternative compliance measures that result in equivalent petroleum reduction, in lieu of the vehicle acquisition requirements listed above
- Collect and report annual fleet vehicle acquisition, inventory, and (in some cases) fuel-use data

Covered Federal Fleets

- For alternative fuel provider fleets, use alternative fuels in AFVs when available
- Acquire AFVs as 75% of covered light-duty vehicle acquisitions²
- Use alternative fuels when available and reasonably priced
- Reduce petroleum consumption and increase alternative fuel use annually by specified percentages
- Purchase plug-in hybrid electric vehicles when commercially available at reasonable cost
- Arrange for AFV fueling infrastructure
- Collect and report annual fleet vehicle acquisition, inventory, and fuel-use data

Regulated fleets benefit from other Clean Cities resources as well. The Web-based Alternative Fuels and Advanced Vehicles Data Center (AFDC) provides decision-making tools plus information about vehicles, fuels, fueling stations, government incentives, and fleet experiences. Clean Cities “Tiger Teams” provide coalition members and regulated fleets with expert technical assistance to overcome vehicle and fuel implementation hurdles. In addition, coalition members may apply for Clean Cities financial assistance to implement petroleum-displacement projects.

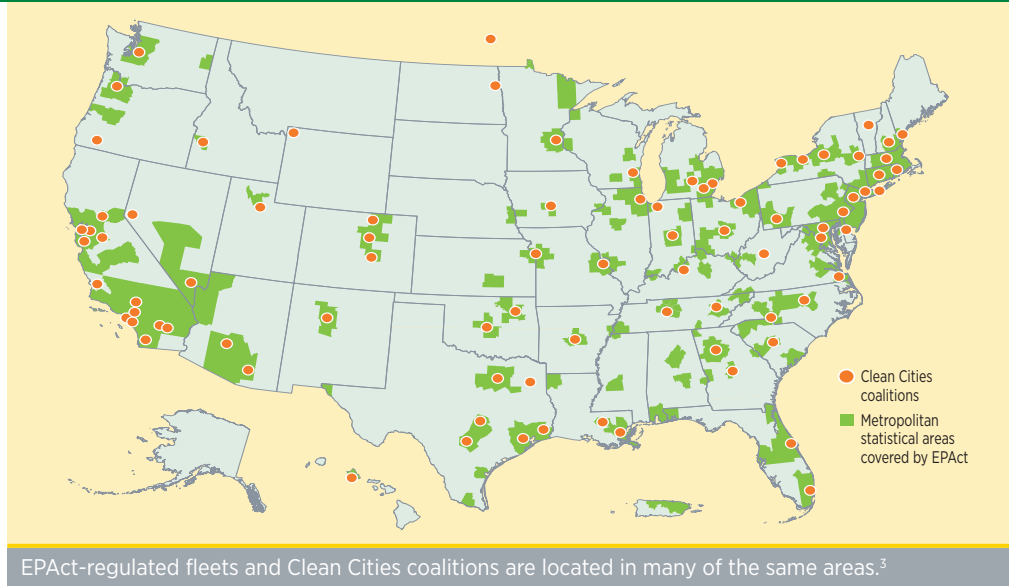
Advancing With the Times

As transportation technologies have evolved, so have the legal instruments directing the EPart fleet and Clean Cities initiatives. EPart 1992 and Executive Order 13031, the latter signed in 1996, instituted EPart compliance-reporting requirements for state and alternative fuel provider and federal fleets. Congress amended EPart 1992 with the Energy Conservation Reauthorization Act of 1998 to allow covered state and alternative fuel provider fleets to meet up to half their annual requirements using biodiesel in blends of at least 20% with petroleum diesel (called B20).

Executive Order 13149, signed in 2000, instituted new federal fleet reporting requirements and required federal fleets to use alternative fuels in AFVs most of the time by 2005, reduce annual petroleum consumption 20% by 2005, develop a petroleum reduction strategy, and acquire higher-fuel-economy vehicles. EPart 2005 included an alternative fuel use mandate for federal fleets and an alternative compliance path that allows state and alternative fuel provider fleets to comply with EPart by designing fleet-specific petroleum-reduction plans that employ strategies such as hybrid electric vehicles, idle reduction, fuel blends, and fuel-efficiency measures.

Executive Orders 13423 (2007) and 13514 (2009) require federal agencies to reduce their fleets' petroleum consumption by at least 2% annually through 2020 and increase their fleets' non-petroleum fuel use by 10% annually. In addition, Executive Order 13423 requires federal agencies to use plug-in hybrid vehicles when commercially available and reasonably priced. EISA 2007 placed additional requirements on federal fleets concerning vehicles, fuels, and renewable fuel infrastructure.

For state and fuel provider fleets, EISA 2007 directed DOE to expand the selection of vehicles for which covered fleets may earn credit toward compliance. In addition, state fleets have also expanded their efforts, often going beyond what is required by federal legislation. Many have invested in fueling infrastructure to increase the amount of natural gas and propane used in their AFVs, ethanol used in their flexible fuel vehicles, and biodiesel used in their diesel vehicles. These state fleets are employing alternative fuels to help solve local air-quality issues, develop local eco-



nomic opportunities, and provide regional leadership.

The Clean Cities initiative also has expanded its focus over the years. In 2002, Clean Cities moved beyond its initial focus on alternative fuels to include a range of technologies and practices to accelerate petroleum displacement, including hybrid electric vehicles, idle reduction, low-level blends of alternative fuels with conventional fuels, and high-fuel-economy vehicles and strategies. This expanded portfolio has boosted participation and petroleum reduction in Clean Cities coalitions nationwide.

Collaborating for Success

EPart and Clean Cities have helped each other achieve success.⁴ More than 300 EPart state and alternative fuel provider fleets have acquired more than 110,000 AFVs and used more than 21 million gallons of biodiesel since 1998.⁵ Federal fleets have acquired more than 150,000 AFVs and used more than 50 million gasoline gallon equivalents (GGE) of alternative fuel since 2000.

Clean Cities coalitions have displaced more than 2 billion GGE of petroleum since 1993 by deploying alternative fuels and other petroleum-displacement strategies. At the same time, Clean Cities' efforts accounted for more than 580,000 new AFVs on the road and helped build 1,300 alternative fueling stations, representing one quarter of alternative fueling stations nationwide.

Perhaps most importantly, EPart-regulated fleets and Clean Cities coalitions have become an advanced transportation com-

munity knowledgeable about a wide range of technologies and eager to develop markets, leverage resources, collaborate on projects and policy issues, and promote advanced transportation. This EPart-Clean Cities community will continue to provide vital leadership as the United States moves toward a cleaner, more secure, more prosperous transportation future.

1. This is a general summary only. See www.eere.energy.gov/vehiclesandfuels/epact/ for details.
2. Credit is also earned for biodiesel use.
3. Fuel use requirements may apply beyond the noted Metropolitan Statistical Areas.
4. For examples of collaborations between EPart-regulated fleets and Clean Cities coalitions, see *EPart Fleets and Clean Cities Help Each Other Achieve Transportation Goals* at <http://www.nrel.gov/docs/fy09osti/46272.pdf>.
5. State and alternative fuel provider fleets are not required to track alternative fuel use.

For More Information

For more information about EPart, visit www.eere.energy.gov/vehiclesandfuels/epact. For more information about Clean Cities, visit www.eere.energy.gov/cleancities, and visit the AFDC at www.afdc.energy.gov.

EERE Information Center
1-877-EERE-INF (1-877-337-3463)
www.eere.energy.gov/informationcenter

U.S. DEPARTMENT OF ENERGY | Energy Efficiency & Renewable Energy

Prepared by the National Renewable Energy Laboratory (NREL), a national laboratory of the U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy; NREL is operated by the Alliance for Sustainable Energy, LLC.
DOE/GO-102009-2651 • Revised January 2010
Printed with a renewable-source ink on paper containing at least 50% wastepaper, including 10% post consumer waste.